BENCH MARK: BRASS DISK, E-235, NORTHWEST WINGWALL RAILROAD BRIDGE @ CAMP ST. AND FARM CREEK DIVERSION CHANNEL, ELEV. = 462.98 N.A.D. - 88 DATUM. BENCH MARK WILL BE REMOVED AND REPLACED WITH A PERMANENT SURVEY MARK, TYPE 1 AS PART OF THIS CONTRACT. SEE WEST ABUTMENT DETAILS SHEET AND SPECIAL PROVISIONS

EXISTING STRUCTURE: STA. 154+08.17, F.A.U. ROUTE 6713, SECTION (50B)BR, STRUCTURE No. 090-0027, REBUILT

9" CL. ON INSIDE

MILLIA

FACE OF PARAPET

SUPERSTRUCTURE: 7 1/2" THICK, VARIABLE WIDTH CONCRETE DECK (36'-2" MAX. OUT TO OUT OF PARAPETS) BY 109'-8" BACK TO BACK ABUTMENTS ON COMPOSITE WELDED PLATE GIRDERS WHICH ARE TO REMAIN. SUPERSTRUCTURE IS TO BE WIDENED BY PARTIAL DECK REMOVAL WITH NEW ADDED GIRDERS AND DECK WIDENING.

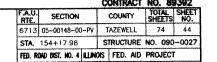
NEW AND REMOUNTED EXISTING NAME

TOTAL BILL OF MATERIAL SHEET.

PLATES ON INSIDE FACE OF PARAPET @ SW. CORNER. SEE GENERAL NOTES AND

TRAFFIC WILL BE MAINTAINED DURING CONSTRUCTION USING STAGED CONSTRUCTION, SEE MAINTENANCE OF TRAFFIC AND DECK DETAIL SHEETS. USE EXISTING BRIDGE FOR STAGE I TRAFFIC.

EXISTING R.R. STRUCTURE: SINGLE SPAN, RIVETED STEEL THROUGH GIRDER. SUPERSTRUCTURE APPROXIMATELY 108 FT. LONG BY 34 FT. WIDE TO BE REMOVED, NO SALVAGE. PILE SUPPORTED CONCRETE CLOSED ABUTMENTS TO BE MODIFIED AND REUSED.



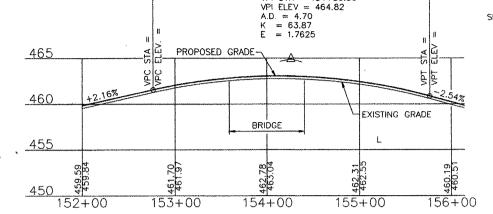


4 DECK ELEVATIONS
5 DECK DETAILS
6 DECK DETAILS
7 BRIDGE JOINT SYSTEMS
8 GIRDER DETAILS

BEARING DETAILS EXISTING ABUTMENT DEMOLITION & REPAIR WEST ABUTMENT DETAILS

EAST ABUTMENT DETAILS
ABUTMENT DETAILS
ANCHOR BOLT DETAILS FOR BEARINGS

BAR SPLICER ASSEMBLY DETAILS



300' VC

VPI STA = 154+30.30

SEISMIC DATA

SEISMIC PERFORMANCE CATEGORY (SPC) = A
BEDROCK ACCELERATION COEFFICIENT (A) = 4.3% g
SITE COEFFICIENT (S) = 1.2

DESIGN SPECIFICATIONS

2002 AASHTO

LOADING HS20-44

ALLOW 25#/SQ. FT. FOR FUTURE WEARING SURFACE TO MATCH DESIGN CRITERIA FOR EXISTING STRUCTURE TO REMAIN.

DESIGN STRESSES

f' = 3,500 PSI fy = 60,000 PSI (REINF.) fy = 50,000 PSI (STRUCTURAL STEEL AASHTO M270, GR. 50)

I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THIS BRIDGE DESIGN IS STRUCTURALLY ADEQUATE FOR THE DESIGN LOADING SHOWN ON THE PLANS. THE DESIGN IS AN ECONOMICAL ONE FOR THE STYLE OF STRUCTURE AND COMPLIES WITH REQUIREMENTS OF THE CURRENT "AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES."

PHILIP J. LANE

ILLINOIS LICENSED STRUCTURAL ENGINEER NO. 4084 EXPIRATION DATE: 11/30/10



12/23/23 DATE

REVISIONS
NAME DATE

CAMP ST. OVER FARM

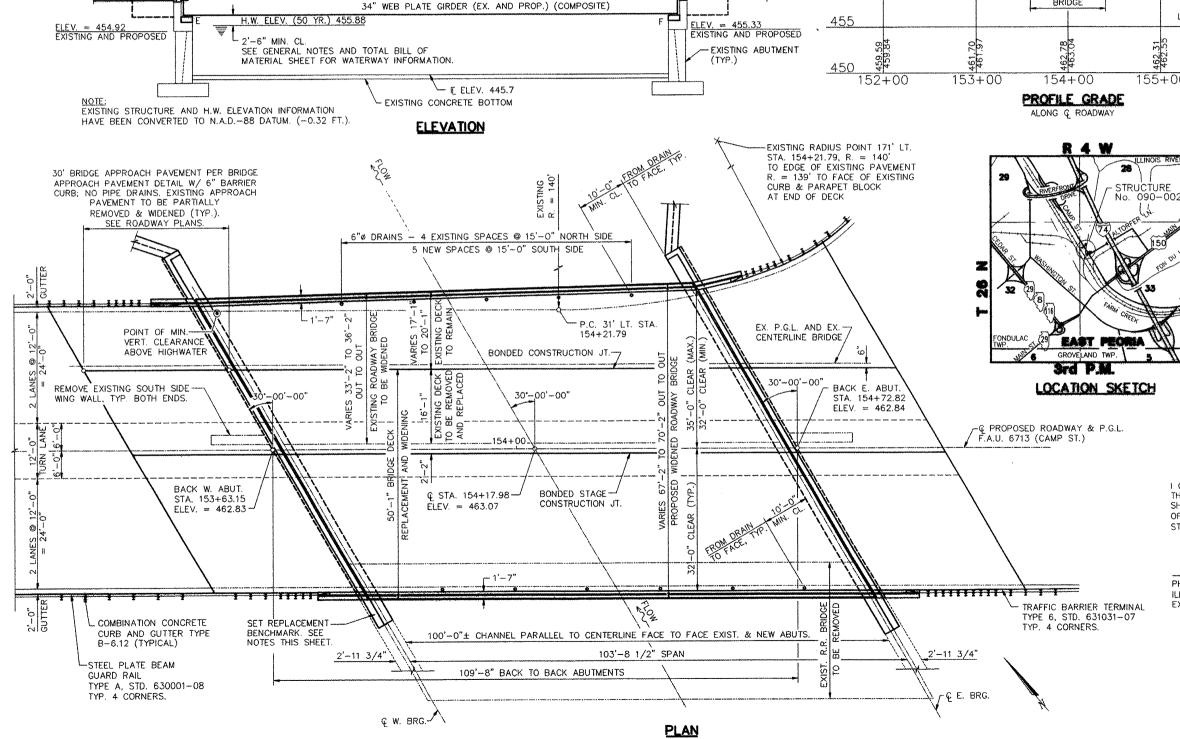
CREEK DIVERSION CHANNEL

GENERAL PLAN & ELEVATION

SCALE: N.T.S.

DATE: 12/22/2008

DRAWN BY: MGM CHECKED BY: PJIL



TRAFFIC BARRIER TERMINAL, TYPE 6 (STD.

631031-07) TYP. 4 CORNERS SEE RDWY. PLANS.

(EXIST. TO REMAIN ON N. SIDE; NEW TERMINALS S